

OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312

Columbus, Ohio 43215

(614) 466-0880

CT302

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

**APPLICANT NAME
STREET**

Village of Greenhills

11000 Winton Road

CITY/ZIP

Greenhills, OH 45218-1198

PROJECT NAME

PROJECT TYPE

TOTAL COST

Cromwell/Andover Feeder Loop Road Improvement
Road

\$ 265,000.00

**DISTRICT NUMBER
COUNTY**

#2

Hamilton

PROJECT LOCATION ZIP CODE

45218

DISTRICT FUNDING RECOMMENDATION

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING:

\$ 198,750.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation

☒

State Issue 2 Small Government Fund

☐ Grant

State Issue 2 Emergency Funds

☐ Loan

Local Transportation Improvement Fund

☐ Loan Assistance

FOR OPWC USE ONLY

OPWC PROJECT NUMBER:

OPWC FUNDING AMOUNT: \$

1.0 APPLICANT INFORMATION

1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET

David B. Moore

Municipal Manager

11000 Winton Road

CITY/ZIP
PHONE
FAX

Greenhills, OH 45218-1198

(513) 825 - 2100

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1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET

Kathryn L. Brokaw

Finance Director

11000 Winton Road

CITY/ZIP
PHONE
FAX

Greenhills, OH 45218-1198

(513) 825 - 2100

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1.3 PROJECT MGR
TITLE
STREET

David B. Moore

Municipal Manager

11000 Winton Road

CITY/ZIP
PHONE
FAX

Greenhills, OH 45218-1198

(513) 825 - 2100

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1.4 PROJECT CONTACT
TITLE
STREET

David B. Moore

Municipal Manager

11000 Winton Road

CITY/ZIP
PHONE
FAX

Greenhills, OH 45218-1198

(513) 825 - 2100

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1.5 DISTRICT LIAISON
TITLE
STREET

William Brayshaw, P.E., P.S.

Chief Deputy Engineer

Hamilton County Engineer's Office

223 West Galbraith Road

Cincinnati, OH 45215

CITY/ZIP
PHONE
FAX

(513) 761 - 7400

(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Cromwell/Andover Feeder Loop Road Improvement

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

Located within the Village of Greenhills west of Winton Road running from Winton to Winton (see map).

B. PROJECT COMPONENTS:

This road improvement project would involve replacing old rolled curbing with new rolled curbing, base repair where needed, grinding of existing pavement where needed, catch basins reconstructed, up-grading the width of the roadway to more current standards, from twenty-six feet (26') to thirty-one feet (31') back to back of curb (no lanes added), at at least a 2" asphalt overlay.

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Width of the existing two-land road with parking on one side is twenty-six feet (26') from back to back of what remains of the deteriorating fifty-three year old rolled curbs. Width between catch basins is twenty-four feet (24'). Length of project is one-half mile (.5 mile).

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

The road serves mostly an area of multi-family living units constructed by the Federal Government in 1937. It also serves as a through road for traffic from Springdale Road to Winton Road. This project is a repair/replacement project and the current capacity is more than adequate for the service area for the next twenty years or more.

The Average Daily Traffic Count was taken in two locations of the project: Cromwell ADT - $3425 \times 1.2 = 4,110$ users

Andover ADT - $2756 \times 1.2 = 3,307$ users. Total users 7,417.

Approximately 95% of the Greenhills households located west of Winton Road feed into this loop.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 0
	2. Final Design	\$ 0
	3. Construction Supervision	\$ 0
b)	Acquisition Expenses	
	1. Land	\$ 0
	2. Right-of-Way	\$ 0
c)	Construction Costs	\$ 241,156.
d)	Equipment Costs	\$ 0
e)	Other Direct Expenses.	\$ 0
f)	Contingencies	\$ 24,844.
g)	TOTAL ESTIMATED COSTS	\$ 265,000.

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a) Local In-Kind Contributions *	\$	
b) Local Public Revenues	\$ 26,500	10%
c) Local Private Revenues	\$	
d) Other Public Revenues		
1. ODOT	\$	
2. FMHA	\$	
3. OEPA	\$	
4. OWDA	\$	
5. CDBG Applying for this funding	\$ 39,750	15%
6. Other Ham.Cty.Com.Dev.Bl.Gr.	\$	
e) OPWC Funds		
1. Grant	\$ 198,750.	75%
2. Loan	\$	
3. Loan Assistance	\$	
f) TOTAL FINANCIAL RESOURCES	\$ 265,000	100%

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	---	---	\$ ---
2)	---	---	\$ ---
3)	---	---	\$ ---
TOTAL OF PREPAID ITEMS			\$ 0

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 265,000	100 %
State Issue 2 Funds for Repair/Replacement	\$ 198,750*	75
(Not to Exceed 90%) *Pending \$39,750 CDBG approval		
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$	%
State Issue 2 Funds for New/Expansion	\$	
(Not to Exceed 50%)		

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1 ENGR. DESIGN	3 / 31 / 91	5 / 15 / 91
4.2 BID PROCESS	5 / 15 / 91	6 / 5 / 91
4.3 CONSTRUCTION	7 / 1 / 91	9 / 30 / 91

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost overrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

DAVID B. MOORE , Municipal Manager

Certifying Representative (Type Name and Title)

David B. Moore 9/13/90

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

<u>X</u>		A <u>five-year Capital Improvements Report</u> as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code.
<u>X</u>		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
<u>X</u>		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> .
		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
<u>X</u>	YES N/A	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
<u>X</u>	YES N/A	Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

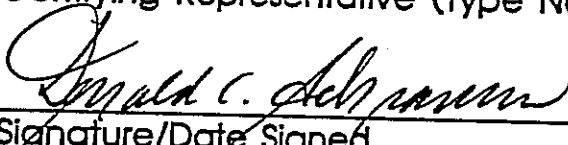
6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

DONALD C. SCHRAMM, CHAIRMAN DISTRICT #2 INTEGRATING COMMITTEE

Certifying Representative (Type Name and Title)

 11/2/90
Signature/Date Signed

5-YEAR CAPITAL IMPROVEMENT PLAN

1 9 9 1

Cromwell/Andover Feeder Loop Road Improvement. Road in poor condition. Estimated cost: \$265,000. Applied for Issue 2 Grant. Priority 1.

Winton Road Curve. Road condition poor; curve safety problem. Applied for Federal Safety Grant.

1 9 9 2

"J" - Block Storm Sewer. Contractor has been hired to inspect a 2,000' 65" x 40" corrugated steel pipe, thirty years old. If inspection finds problems, this could become a capital improvement project in the 1992 to 1995 time period.

1 9 9 3

Hadley Road Road Improvement. By 1992, road will be in poor condition. Estimated cost: \$175,000.

1 9 9 4

Nothing planned other than normal maintenance.

1 9 9 5

Resurface as many streets as needed and as money allows.

VILLAGE OF GREENHILLS CAPITAL IMPROVEMENT PLAN

In 1979, realizing that we had a severe problem with deteriorating roadways, and also a lack of funding with which to repair and resurface the roads, the Village passed a road maintenance levy of 1.5 mills to implement a ten-year plan for roads. The levy generates approximately \$33,000 per year.

With the help of these funds and our Ohio gasoline and license tax distributions, we have been able to resurface most of the roads in the Village. Many of them were in very bad condition and had not received much maintenance other than a slurry seal in thirty to fifty years. A number of the minor streets built in 1937 by the Federal Government in the "A," "B," "C," "D," and "F" sections never had curbs, and when we resurfaced these streets, we added wood timbers for curbing.

Some of the major feeder loop streets built by the Government were rebuilt with the aid of Hamilton County Community Development Funds and State Issue 2 monies. Without this help, we would not have accomplished as much as we have.

A number of streets resurfaced in the early 1980's were done by our own employees and part-time help, using a blacktop spreader purchased for us by our local American Legion post. But lately, due to the pricing of blacktop, it has become more cost effective to contract the work out.

Our future plans are to continue this program, if at all possible. We have passed the \$5.00 license tax. In 1989, our citizens renewed the 1.5 mill levy.

Please see attached listing of streets status, map, and five-year plan.

<u>STREET NAME</u>	<u>LANE MILES</u>	<u>RESURFACED</u>	<u>note</u>
Alcott Lane	0.24	1987	1
Andover Road	0.45	1981	
Ashby Street	0.25	1987	1
Avenell Lane	0.38	1987	1
Bachman Street	0.31	1981	
Bayham Drive	0.54	1984	2
Beckford Drive	0.40	1984	2
Belknap Place	0.07	1982	1
Bradnor Place	0.07	1981	
Briarwood Lane	0.10	1982	
Brompton Lane	0.31	1981	1
Burley Circle	1.20	1981	3
Burnham Street	0.42	1985	1
Carini Lane	0.47	1982	
Chalmers Court	0.07	1987	
Chalmers Lane	0.30	1987	1
Chalmers Lot	0.09	1978	
Country Club	0.25	1980/87	
Cromwell Road	0.58	1971	
Damon Road	0.98	1983	3
Dayspring Terrace	0.24	1984	
Deerhill Lane	0.24	1984	
DeWitt Court	0.07	1987	
DeWitt Street	0.36	987	1
Drummond Street	0.60	1983	3
Endicott Street	0.17	1984	
Enfield Street	0.57	1980	
Eswin Street	0.52	1975/87	
Falcon Lane	0.14	1985	1
Farragut Road	1.19	1989/90	3
Flanders Lane	0.33	1987	1
Foxworth lane	0.11	1987	1
Funston Lane	0.08	1987	1
Gambier Circle	0.70	1978	3
Hadley Road	0.62	1975/85	
Hamlin Drive	0.56	1981	
Handel Lane	0.50	1982	
Hayden Drive	0.47	1981	
Illona Drive	0.56	1983	
Imbler Drive	0.43	1983	
Imboden Court	0.05	1983	
Ingram Road	0.91	1990	3
Inman Lane	0.24	1983	
Ireland Avenue	1.48	1981/82	
January Court	0.05	--	
Japonica	0.49	1981	
Jennings Lane	0.12	1983	

Jewel	0.33	1983	
John Molloy	0.15	1987	
Joywood Drive	0.15	1985	
Junedale Drive	0.59	1983	
Junefield Avenue	1.34	1982/89	
Justicia Lane	0.10	1985	
Ligorio Avenue	0.21	1982/85	
Springdale Road	0.16	1983	
Winton Road	4.62	1972	
Shopping Center "A"	0.08	1987	2
Shopping Center "B"	0.08	1987	2
Shopping Center "C"	0.08	1987	2
Shopping Center "D"	0.08	1987	2
Shopping Center "E"	0.08	1987	2
Shopping Center "F"	0.08	1987	2
Shopping Center "G"	0.16	1987	2

TOTAL LANE MILES

27.57

notes: (1) Timber curbs added where no curbing
 (2) Slurry seal
 (3) New concrete curb replaced old

MAINTENANCE OF LOCAL EFFORT

1988 - \$3,990 Village funds for road maintenance work.
\$18,930 Village funds for engineering for planned road work

1989 - \$324,535 Village funds, CDBG, MRF, for road work
\$16,314 Village funds for engineering for road work

Road projects worked on in 1989:

Farragut Road, from Winton to Hadley, received new rolled curb, widened from 26' to 31', and resurfaced, for \$127,000. We received \$75,000 from a Hamilton County CDBG, and used \$52,000 Village funds.

Junefield Avenue from Sharon to Japonica. Some surface grinding and resurfacing. \$22,000 Village funds.

Most of Winton Road resurfaced for a total construction cost of \$163,000. We received \$130,000 from Hamilton County MRF and used \$33,000 Village funds. This project covered all of Winton except for the area where we have applied for a Federal Highway Safety Grant. Most of the project was completed in 1989, but it was not totally completed until 1990.

1990 - \$28,784 Village funds for road work.
\$8,565 Village funds for engineering for road work.

Road projects worked on in 1990:

Completion of Winton Road and the start of the Farragut/Ingram project. Small government Issue #2 grant work.

A total of \$158,014 has been paid and/or submitted for payment to Ohio Small Government Capital Improvements Commission as of 9/14/90.

Greenhills

JOHN J. DUFFY & ASSOCIATES, INC.

ENGINEERS AND SURVEYORS

4838 DUFF DRIVE, SUITE "E"

PHONE 874-1811

CINCINNATI, OHIO 45246

September 7, 1990

Village of Greenhills
11000 Winton Road
Cincinnati, Ohio 45218

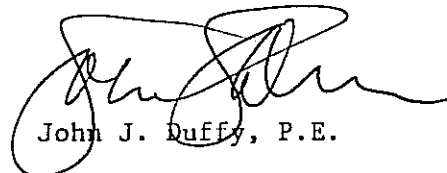
Attn: Mr. David Moore

Re: Proposed Improvements - Andover & Cromwell Roads

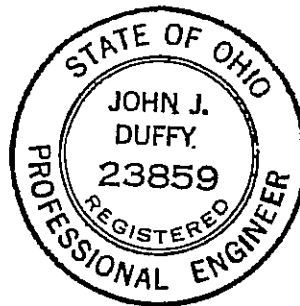
Dear Mr. Moore:

Based on past experience, the useful life of the proposed concrete combined curb and gutter in the above captioned project area can be as much as thirty years. The asphaltic concrete resurfacing with periodic maintenance will have a useful life of twenty years.

Very truly yours,


John J. Duffy, P.E.

JJD:mtm



JOHN J. DUFFY & ASSOCIATES, INC.

ENGINEERS AND SURVEYORS

4838 DUFF DRIVE, SUITE "E"

PHONE 874-1811

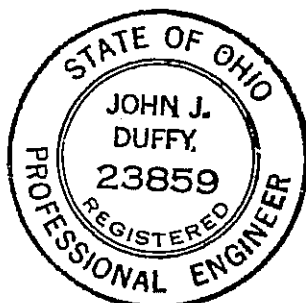
CINCINNATI, OHIO 45246

September 7, 1990

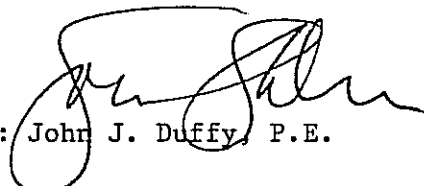
COST ESTIMATE

ANDOVER/CROMWELL ROAD IMPROVEMENTS

ITEM	QUANTITY	UNIT PRICE	EXTENSION
Tree Trimming & Removal	1 ea.	Lump Sum	\$10,000.00
Curb & Gutter Removal	4760 l.f.	5.00	23,800.00
Relocation of Street Lights	11 ea.	1500.00	16,500.00
Excavation (unclassified)	450 c.y.	6.00	2,700.00
Remodel Single Inlets	14 ea.	700.00	9,800.00
Remodel Double Inlets	13 ea.	900.00	11,700.00
Fire Hydrant Replacement	7 ea.	5000.00	35,000.00
Pavement Grinding	3400 s.y.	4.75	16,150.00
Concrete Combined Curb & Gutter	4964 l.f.	12.00	59,568.00
Bituminous Aggregate Base	590 c.y.	70.00	23,450.00
Tack Coat	780 Gal.	.05	39.00
Asphaltic Concrete	448 c.y.	65.00	29,120.00
Concrete Walks	1155 s.f.	3.00	3,465.00
Concrete Driveway Aprons	1368 s.f.	3.00	4,104.00
Asphalt Driveway Aprons	1670 s.f.	3.00	5,010.00
Top Soil	130 c.y.	20.00	2,600.00
Seeding & Mulching	3900 s.y.	1.00	3,900.00
Pavement Marking	1 ea.	Lump Sum	750.00
TOTAL			\$241,156.00



JOHN J. DUFFY & ASSOCIATES, INC.

By:  John J. Duffy, P.E.

JJD:mtm

RECORD OF ORDINANCES

ORDINANCE NAMING DAVID B. MOORE, MUNICIPAL MANAGER, AS CHIEF EXECUTIVE OFFICER FOR THE VILLAGE OF GREENHILLS AND AUTHORIZING HIM TO EXECUTE APPLICATION TO THE DPWIC AND EXECUTE A PROJECT AGREEMENT WITH OPWC

National Graphics Corp., Cols., O.

Form No. 2806-A

Ordinance No. 90-33-CD

Passed September 18, 1990

WHEREAS, David B. Moore is the Chief Executive and Administrative Officer of the Village of Greenhills, by Charter; and

WHEREAS, submission of applications to the District Public Works Integrating Commission and execution of Project Agreements with the Ohio Public Works Commission requires specific legislation authorizing a designated official to act on behalf of the Village of Greenhills;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Greenhills, State of Ohio:

Section 1. That David B. Moore is hereby designated as Chief Executive Officer for the political subdivision of Greenhills, Ohio, for a term concurrent with his appointment as Municipal Manager of the Village of Greenhills for purposes of submitting applications to the District Public Works Integrating Committee (DPWIC).

Section 2. That David B. Moore is hereby authorized to submit the attached application for Issue 2 Infrastructure Funds to the DPWIC and any and all other applications for additional funds to DPWIC.

Section 3. That David B. Moore is hereby authorized and directed to execute a project agreement with the Ohio Public Works Commission for the Cromwell/Andover Program.

Section 4. That this Ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed this 18th day of September, 1990.



President of Council



VILLAGE OF GREENHILLS

September 13, 1990

STATUS OF FUNDS REPORT

Funds for the Village of Greenhills Street Maintenance and Repair program for 1991 will come from General Property Taxes, State of Ohio monies (including license registrations and gasoline cents-per-gallon and excise taxes), charges for services (nominal) and other financing sources, including interest on nominal investments.

In 1991, the total anticipated receipts are \$151,000.. Of this amount, \$91,850. is set aside for contractual services, including contract labor. The \$26,500. of Local Public Revenues for the proposed project will come from this line item.

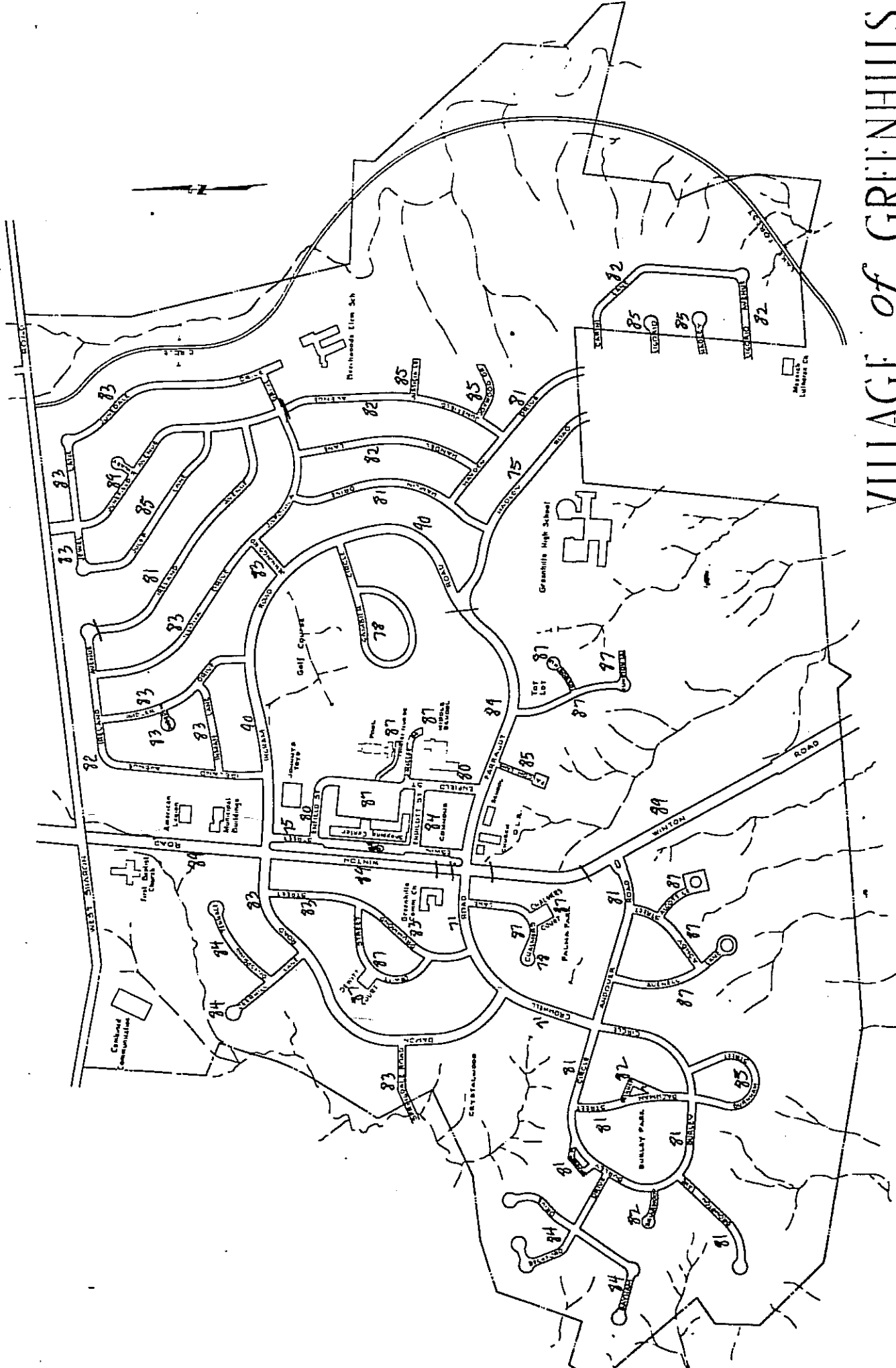
Additionally, the Village has applied for \$39,750 in Hamilton County Community Development Block Grant funds. The assignment of these monies will not be known until December 1 of this year, and these monies have not been included in our 1991 budget. If the Village does not receive CDBG money, we will have to increase our request to the State by \$39,750.

Our Streets Maintenance and Repair (Special Revenue) Fund will require the balance of its budgeted expenditures for normal street maintenance in the Village of Greenhills.

Kathryn L. Brokaw
Kathryn L. Brokaw
Finance Director

TEMPORARY/FULL TIME JOBS

It is estimated that approximately twelve temporary jobs would be created as a result of this Issue #2 project.



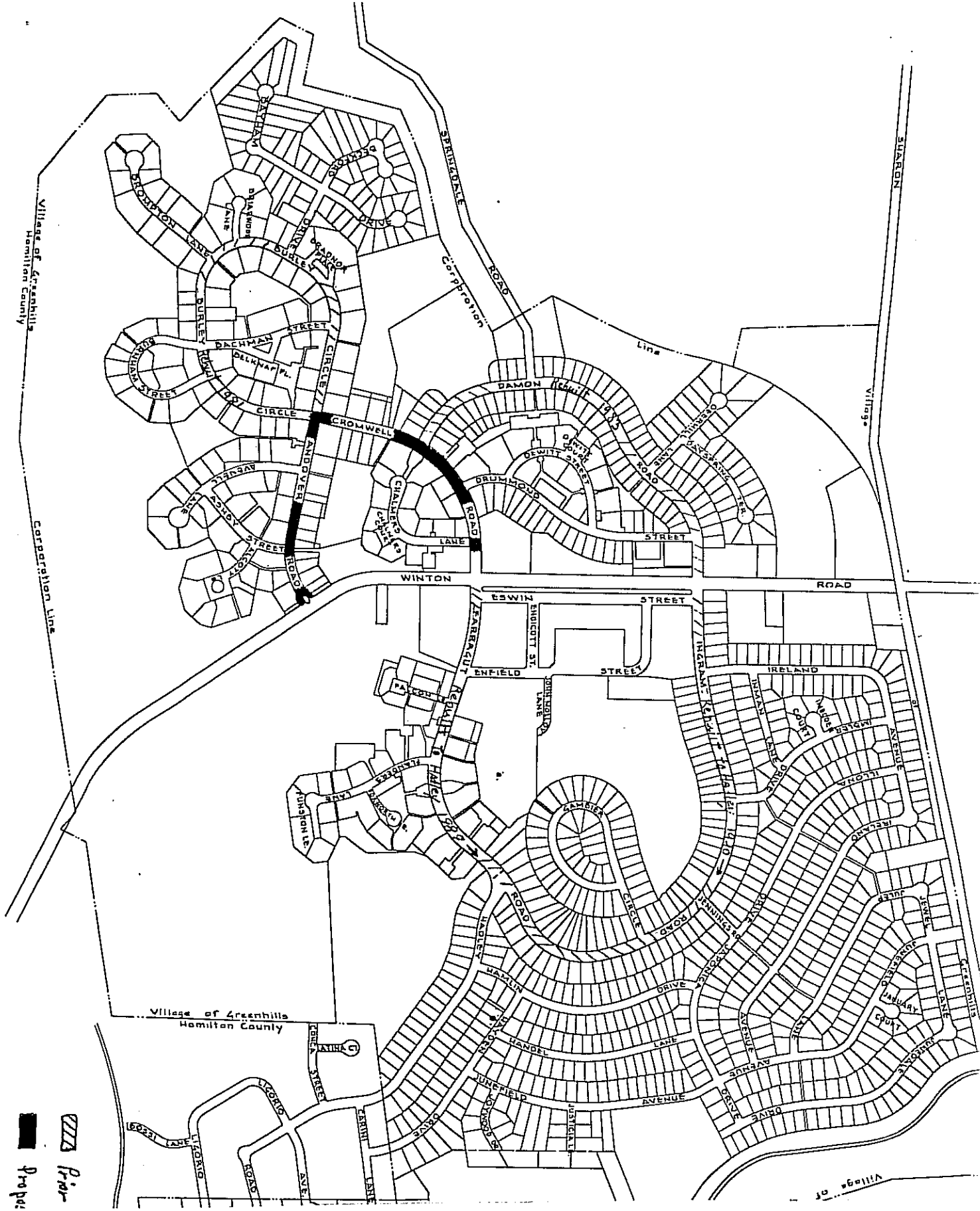
Village of GREENHILLS

HAMILTON COUNTY, OHIO

1944

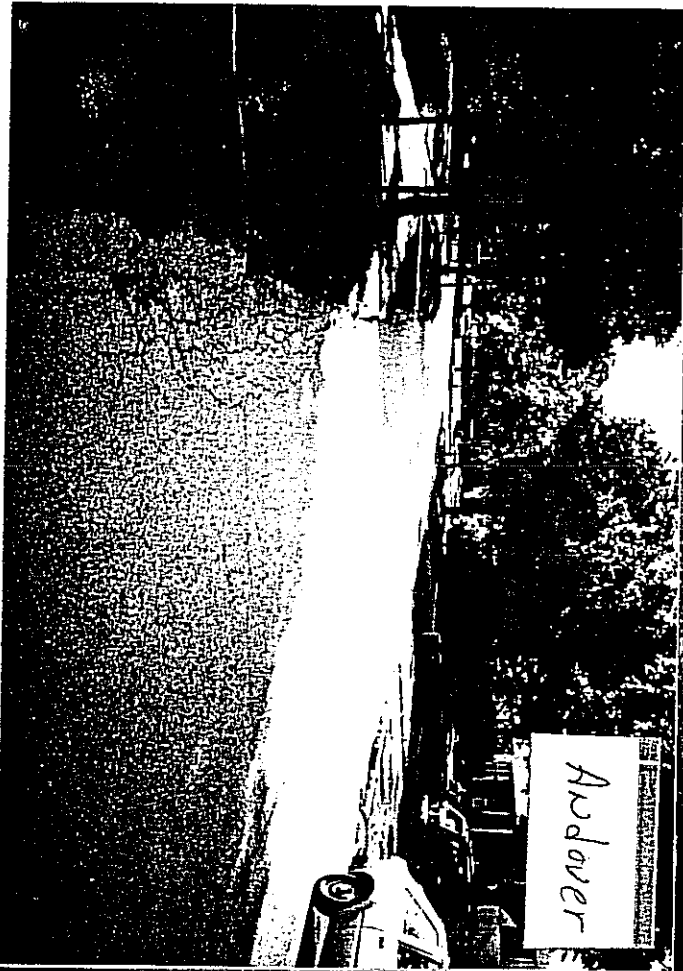
Street Resurfacing Program

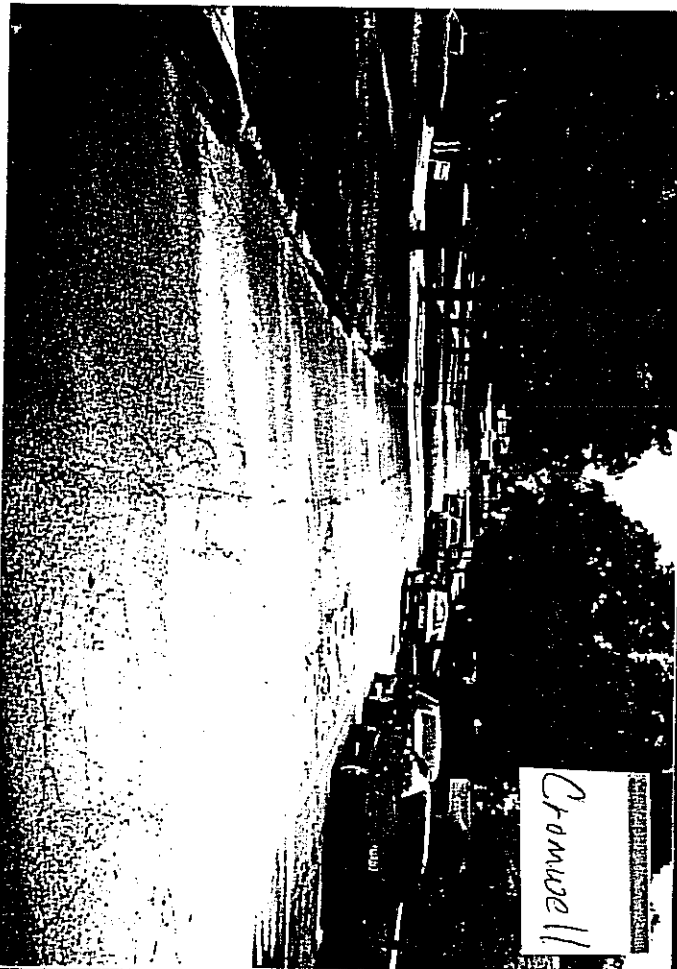
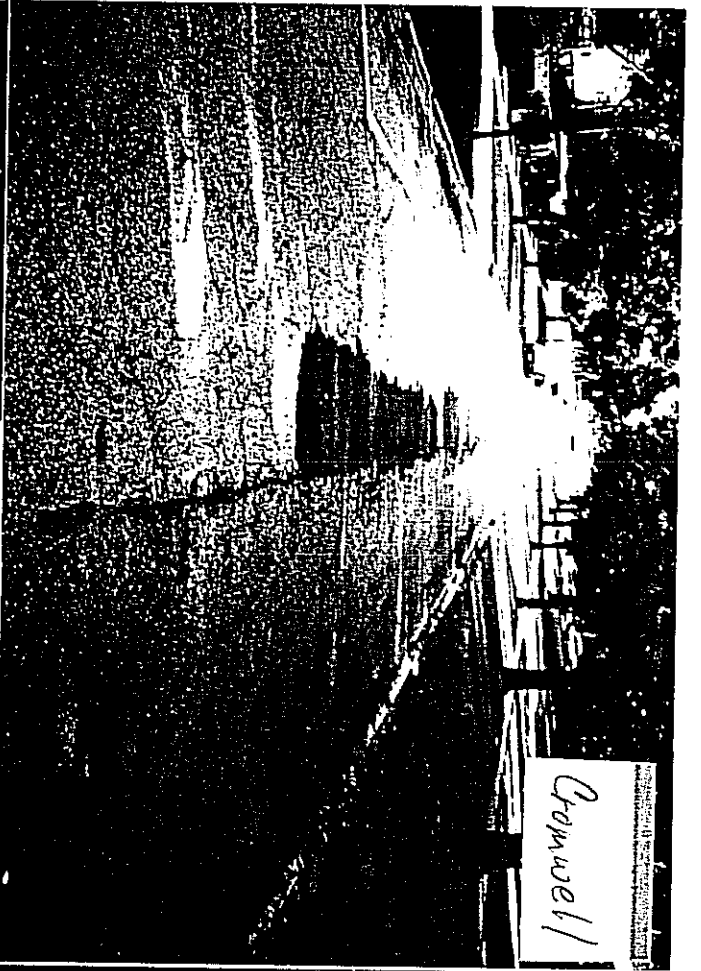
9/12/90



Prior

Proposed





ADDITIONAL SUPPORT INFORMATION

For 1991, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability?

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

$\frac{1 \text{ mile}}{13.5 \text{ total miles}} = 7\%$

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	<u> X </u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Deterioration of surface in places, width not up to present-day standards.

Deterioration of rolled curb, in some places no curb is left. Slag road

base is generally in good condition. Road was constructed by the Federal

Government when they created the town in 1937.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

3 months

Please indicate the current status of the project development by circling the appropriate answers below.

- a) Has the Consultant been selected?.....Village Engineer (Yes) No N/A
- b) Preliminary development or engineering completed? (Yes) No N/A
- c) Detailed construction plans completed?..... Yes (No) N/A
- d) All right-of-way acquired?..... Yes No (N/A)
- e) Utility coordination completed?..... Yes (No) N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Two months to complete construction plans; two months for utilities, most of which are underground.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Based on past experience with projects like this in our Village, little or no impact (other than making me a little grayer).

5. For any project involving GRANTS, the local jurisdiction must provide a **MINIMUM OF 10%** of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection of construction, and right-of-way acquisition. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local Road Funds. We also are attempting to secure a Hamilton County CDBG of \$39,000 to \$50,000 for this project. We should know by December 1 if this will be recommended for funding.
To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

10% of Village only. If CDBG approved, this would be 25%.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN _____

PARTIAL BAN _____

NO BAN X

Will the ban be removed after the project is completed? YES _____ NO _____

Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

Traffic Count - 6,181 x 1.2 = 7,417 users per day.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

The users of this road are a combination of local (Greenhills) traffic and regional. We have no numbers on the through traffic users who are using the road going to and from Winton and Springdale roads, coming from Springfield Township, Colerain, Mt. Healthy. I would estimate that it would be more than 50% of the users.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)
DISTRICT 2 - HAMILTON COUNTY
1991 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: GREENHILLS

PROJECT IDENTIFICATION:

CROWNELL/HANDOVER IMPROVEMENT

PROPOSED FUNDING:

75% OPWC, 25% LOCAL (INCLUDES 15% CDBG)

ELIGIBLE CATEGORY:

S.G., IS2, LTIP

POINTS

58 POINTS
36

10

1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10

2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded in 1991
5 Points - Some doubt whether it can be awarded in 1991
0 Points - No way it can be awarded in 1991

15

3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 2/ 4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Will significantly effect serviceability
4 Points -
3 Points - Will moderately effect serviceability
2 Points -
1 Point - Will have little or no effect on serviceability

- 0 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

10 Points - 50% and over
8 Points - 40% to 49%
6 Points - 30% to 39%
4 Points - 20% to 29%
2 Points - 10% to 19%
0 Points - Less than 10%

- 2 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

- 8 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 2 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED

- 0 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban on the usage or expansion of the usage for the infrastructure? Examples include weight limits on structures and moratoriums on building permits in particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 6 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

- 32 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE = 100 POINTS

58 PTS,
56